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ANNUAL REPORT
OF THE
DIRECTORS
AND
CHIEF ENGINEER,
TO THE
SHAREHOLDERS
OF THE
QUEBEC AND RICHMOND RAILWAY COMPANY.

Presented, 18th January 1853.

QUEBEC :
PRINTED BY J. T. BROUSSEAU, 9, BUADE STREET.
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DIRECTORS

CHIEF ENGINEER

W. H. A. R. H. O. P. E. R. S.

QUEBEC AND RICHMOND RAILWAY COMPANY

Printed and Published by J. H. P. O. P. E. R. S.

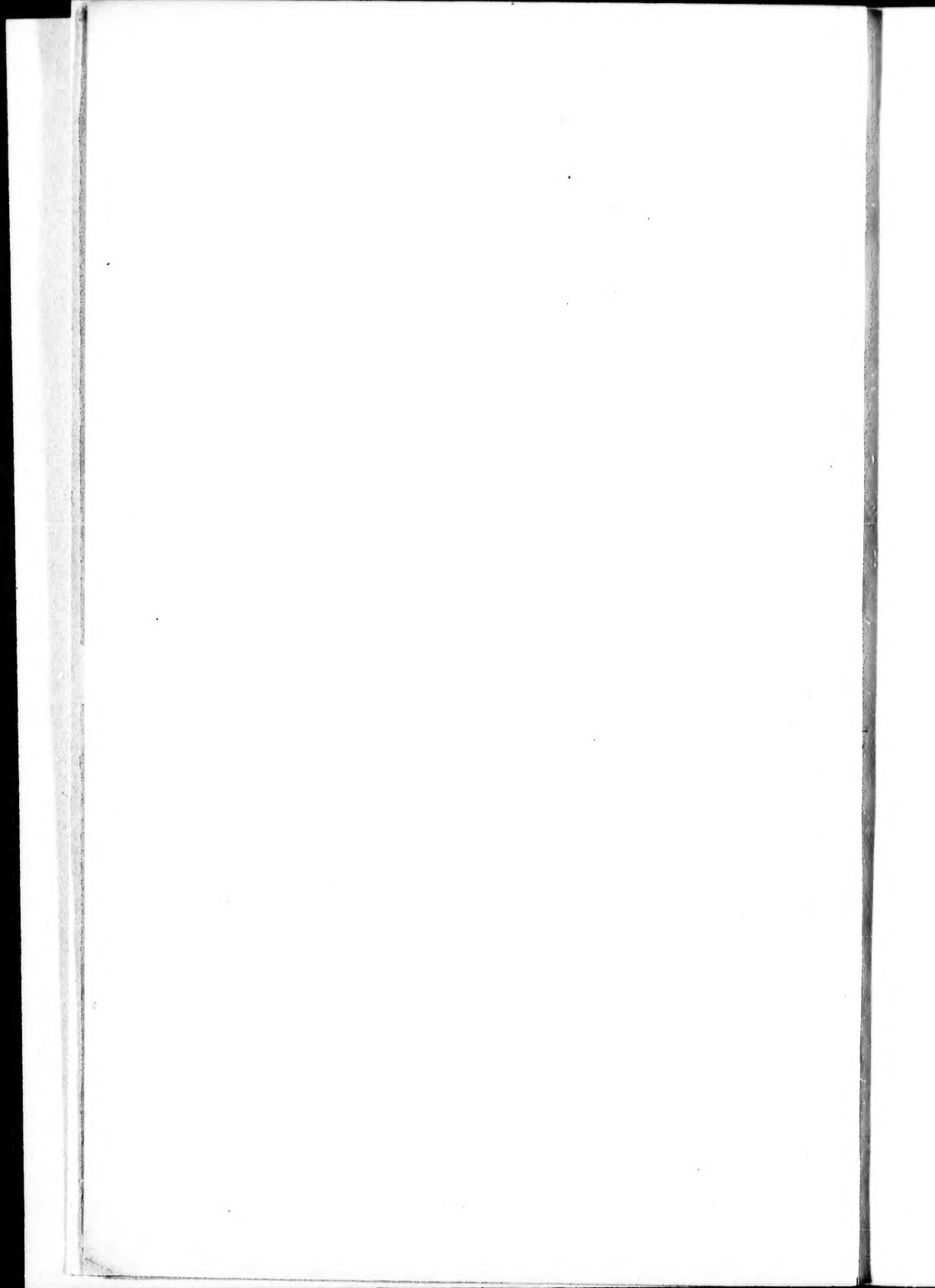
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NAMES OF THE PRESIDENT, DIRECTORS & OFFICERS

OF THE

“Quebec and Richmond Railway Company.”

GEORGE BESWICK, Esq., *President*.
DAVID RAMSAY STEUART, Esq., *Vice-President*.
JAMES MOIR FERRES, Esq.,
E. P. MACKIE, Esq.,
HENRY J. NOAD, Esq.,
WILLIAM PRICE, Esq.,
HENRY ATKINSON, Esq.,
GEO. H. SIMARD, Esq.,
F. X. PARADIS, Esq.,
WILLIAM RHODES, Esq.,
JAMES BELL FORSYTH, Esq.,
F. R. ANGERS, Esq.,
THE HON. R. E. CARON,

} DIRECTORS.

OFFICERS :

THOMAS W. LLOYD, *Secretary*.
R. STEUART, *Assistant Secretary*.
R. SYMES, *Treasurer*.
H. M. FOSDICK, *Chief Engineer*.
S. LELIEVRE, *Solicitor*.

OFFICE.—9, *Buade Street*.

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ANNUAL MEETING.

Quebec, 18th January, 1853.

At the Annual General Meeting, of the Stockholders
of the Quebec and Richmond Railway, held
at the Office of the Company, this day in ac-
cordance with the Act of Incorporation.

PRESENT,

Henry LeMesurier, Esq., President in the Chair.	
Henry LeMesurier, jr.	F. X. Paradis,
George Beswick,	Dr. R. H. Russell,
George Henderson,	Thos. Cary,
Henry Pemberton,	Henry J. Noad,
D. D. Young,	George Irvine,
Michael Scott,	Thos. W. Lloyd,
A. C. Buchanan,	Dr. J. Sewell,
F. R. Angers,	Robert Shaw,
G. H. Simard,	John Ross,
J. M. Ferres,	J. W. Leaycraft,
F. H. Andrew,	P. S. Charlton,
W. H. A. Davies,	H. N. Patton,
George Hall,	J. H. Clint,
Robert Roberts,	Paul Lepper,
Philip Peebles,	J. Prior,
W. B. Poston,	D. R. Steuart,
Josiah Hunt,	J. Wyatt,
J. B. Forsyth,	W. H. Anderson,
Jas. Reekie,	A. Borrowman,
Jas. Rigney,	T. Wilson,
Dunbar Ross,	William Price,
Ed. Sewell,	J. Hale,
S. Lelievre,	W. Ramsay.
T. Walker,	J. Auld, &c., &c.,

Mr. W. H. A. Davies, was requested to act as Secretary.

George Hall, Esquire,
George Irvine, Esquire,

Were nominated Scrutineers.

The Report of the Board of Directors, for the past year was then read by the President.

The Report of the Chief Engineer, and of the Auditors, were also read by the President.

A Ballot was then open for the election of three Directors in the room of

Henry LeMesurier, }
Thomas W. Lloyd, } Esquires.
François Baby, }

who retired by rotation.

It was then moved by George Hall, Esquire,

Seconded by Dr. Jas. Sewell,

and unanimously resolved :

That the Report of the Board of Directors, just read, be received, adopted and printed, for the use of the Shareholders.

Moved by Henry J. Noad, Esq.

Seconded by Paul Lepper,

and unanimously resolved.

That the Board of Directors, are hereby authorized to give notice, to such of the Shareholders, as are in arrears on account of the Instalments called in, on the shares held by them, that unless the arrears due on their shares are paid on or before the 30th day of April next, the shares so held by them will be forfeited. And that the Directors do call a Special Meeting of the Shareholders, to be held on the 2nd day of May next, to declare such shares as are in arrear forfeited according to the Provisions of the 29th Section of the Act of Incorporation.

Moved by Robert Shaw, Esq.,

Seconded by J. W. Leaycraft, Esq.

and it was unanimously resolved :

That the following do form one of the By-Laws of the Company.

The transfer Book shall be closed on the 31st day of December in each year, that being the day appointed by the Act of Incorporation for closing the Annual Accounts; and shall remain closed until after the Annual Meeting has taken place.

Moved by George Hall, Esq.,

Seconded by Dr. R. H. Russell, and resolved.

That it be an instruction to the Board of Directors to enquire into the conduct of Mr. Fosdick, the Chief Engineer of the Company.

Moved by George Hall, Esq.,

Seconded by Robert Roberts, Esq., and resolved:

That this Meeting tender the thanks of the Company to Edmund P. Mackie, Esquire, their late Secretary, and that he be requested to accept the sum of five hundred pounds, as some compensation for the extra expense he was put to, in organizing the Company, and for his zealous services in their behalf.

A letter was read from F. X. Garneau, Esquire, the City Clerk, respecting the right of the Corporation to vote as a Stockholder in the Company.

The Scrutineers then reported that the time appointed for keeping the Ballot open, having expired they had examined the Ballots given in for the election of three Directors, and that they had found the following Gentlemen having received the highest number of Votes had been elected Directors, viz:

James M. Ferres, Esq., . . . 2446 Votes.

Edmund P. Mackie, Esq., . 2346 “

Henry J. Noad, Esq., . . . 2328 “

They were accordingly declared Directors of the Company.

Henry LeMesurier, Esquire, having left the chair, George Henderson, Esquire, was requested to take it, and on motion of Mr. James M. Ferres,

seconded by Mr. Robert Shaw, the thanks of the Meeting were unanimously given to Henry LeMesurier, Esquire, for his able and impartial conduct in the Chair.

The thanks of the Meeting having been given to the Secretary, the Meeting then adjourned.

W. H. A. DAVIES,
Secretary to the Meeting.

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Meeting.

SCRUTINEERS' REPORT.

The undersigned scrutineers appointed at the annual general meeting of the stockholders of the Quebec and Richmond Railway Company, held at the office of the Company at Quebec on the 18th January 1853, report that the following gentlemen have been elected Directors.

James M. Ferres	No. of votes	2446
E. P. Mackie	"	" 2346
H. J. Noad	"	" 2328

The following gentlemen have received the number of votes opposite their names.

T. W. Lloyd	1603
H. LeMesurier	1578
G. Pemberton	1498

GEO. IRVINE, }
GEORGE HALL, } Scrutineers.

Quebec, 18th January, 1853.

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DIRECTORS' REPORT.

At the second Annual Meeting of the Proprietors, the Directors have much pleasure in congratulating them on the very favorable position of the Company.

It will be in the remembrance of the Proprietors that at the special general meeting of the 17th May last, the Directors were enabled to announce that negotiations were then in train (through the means of the London Agent of the Company) for the disposal in Great Britain, of shares ; the issue and sale of the Company's Debentures, and the arrangement of the details of a very advantageous tender which had been just received for the completion of the Railway, from Hadlow Cove to Richmond ; all of which measures have since been attended with perfect success.

The Directors will now submit to the Proprietors a brief outline of their proceedings since the Annual Meeting.

Early last year, Mr. Chapman was appointed by the Board, General Agent of the Company in Great Britain, with authority to arrange with Messrs. Thompson & Forman, the details of a proposal made by them, to supply the Iron-rails ; and generally to promote the financial operations of the Company. But Mr. Chapman having found it impossible to carry out the terms of the proposed

agreement, was induced to turn his attention to the disposal of the Company's Stock and Debentures, with the hope that if sufficient shares could be placed in Great Britain, the Company would be in a better position to conclude a contract based on the principle of cash payments, than by the issue to the contractors of a certain amount of stock at a depreciated value.

A long correspondence having taken place between the Board and Mr. Chapman on these subjects at length on the 30th of April last, a memorandum was transmitted from Messrs. Jackson, Peto, Brassey and Betts, offering to complete the Railway from Quebec to Richmond, at prices to be agreed on after an examination by their engineer, of the country to be traversed by the line, and to take payment in the manner detailed in the memorandum annexed.

The Directors accepted these proposals, and accordingly early in June, Mr. Ross the engineer appointed by Messrs. Jackson & Co., arrived in Quebec, and after a careful examination of the route of the Railway, submitted to the board a schedule or tariff of prices at which he was prepared to advise his principals to undertake the various kinds of works usually required in the construction of railways.

It had been understood that Mr. Ross would tender at a certain fixed sum per mile for the construction and equipment in every respect of the railway and the building of the stations, wharves &c., but the location of the line and the plans and profiles not being in a sufficiently advanced state to enable him to do so with any degree of accuracy, the Directors agreed to the prices stated in his schedule as the basis of a contract with Messrs. Jackson & Co., provided the consent of the Government Railway Commissioners could be obtained.

The matter having been brought under the notice of the Governor General in Council by the Commissioners, His Excellency was pleased to give the required sanction.

Instructions were sent without delay to Mr. Chapman, authorizing him to agree to and sign in the name of the company a contract based on the terms proposed by Mr. Ross; this duty was faithfully performed by Mr. Chapman, and on the 29th July last, the contract was duly executed.

The subscription of the Corporation of this City for £50,000 sterg. to the stock of the company was one of the conditions of the memorandum sent from England. This memorandum having been communicated to the City Council, they were requested to modify their conditional loan of £100,000 into a stock subscription of £50,000 sterg. and the council consented to do so, provided they approved of the terms of the contract.

A copy of the tariff of prices received from Mr. Ross, was sent to the council and they shortly after notified the Directors of their acceptance of it.

The proprietors are aware that by the act of last session 14 & 15 Vict. cap. 73, the guarantee of the Province was restricted to those Railways alone which should form part of the Main Trunk Line, and this company not having been specially named as forming a portion of the Main Trunk Line, it was considered of vital importance that no doubt should exist as to the right of the company to the Provincial guarantee.

A memorial was addressed by the Board to the Governor General in Council on the 7th July, soliciting the issue of a Proclamation, "declaring the Quebec and Richmond Railway, a portion of the Main Trunk Line, and as such entitled to the guarantee of the Province."

This application having received the favorable consideration of the Government, the request was

complied with and a Proclamation issued accordingly thus removing any doubts which might have existed.

The final location of the Line, so that it might be handed over to the contractors as soon as possible, now engaged the attention of the Directors, and two large and efficient parties of Engineers were employed on this duty.

The merits of the undertaking, its value in a commercial point of view and the certainty of its proving a fair and safe investment having become by this time more apparent, complete success attended Mr. Chapman's endeavors to dispose of the shares and Debentures of the Company in Great Britain; in fact so successful were Mr. Chapman's exertions, that he was able to notify the contractors, that the Company would avail itself of one of the conditions of the contract, viz: "that a deduction of 5 percent should be made in the prices, should the Company pay cash instead of certain securities mentioned therein."

Mr. Jackson arrived in Quebec, early in August, and brought with him the contract, which had been signed in London, and the Directors ratified it.

The Proprietors will remember, that shortly before the first annual Meeting, the ceremony of breaking ground had taken place, on that portion of the line between Hadlow Cove and the river Chaudière, embraced in the contract let to Mr. Rigney of Montreal.

The limited means at the disposal of the company till the success of Mr. Chapman's exertions, prevented the work on Mr. Rigney's contract from being carried on with such expedition as was desirable, and the Directors were afraid, that this portion of the line would not be finished, at the same time as the contract of Messrs. Jackson & Co.

The advantage of having the whole line under the same contractors, thus securing a uniformity of

design and work, had not escaped the attention of the board ; offers were therefore made to Mr. Rigney, to transfer his contract to Messrs. Jackson & Co. but these offers Mr. Rigney did not at the time feel inclined to accept.

By the terms of the contract, the contractors had the privilege of tendering at a fixed sum per mile for the construction of the Railway, and Mr. Jackson having been enabled by a careful examination of the plans and profiles to satisfy himself of the nature and extent of the works to be performed, on the 7th October, offered to undertake the construction and equipment of the entire line from Hadlow Cove to Richmond for the sum of £6,500 Sterling, per mile.

This sum was to include all the charges and expences of the Company, the payment of the Chief Engineer and his Department, the Secretary, Treasurer, Clerks, Accountants, Agents and Bankers, the Office expences, the Directors allowance, the interest of the Debentures and Stock, certificates issued and to be issued, to pay land damages, build stations, wharves and all necessary buildings, purchase Locomotive Engines, Passenger and freight cars, in fact place the road in complete running order in every respect.

The Directors after mature consideration accepted Messrs. Jackson & Co.'s offer and with the sanction and approval of the Provincial Government Railway Commissioners, signed a new contract with them on the 20th October.

Negotiations were again opened with Mr. Rigney for the transfer of his contract to Messrs. Jackson & Co. These negotiations have been successful, and the entire contract is now in the hands of those gentlemen and from their well known ability as Contractors and the ample means at their disposal, there is no doubt but that the entire line will be opened for traffic before the close of the year 1854,

and portions of it will be available to the Company early next year; the contractors having instructed their Agent here, to spare no expence in pressing forward the work to its completion.

The Directors deem it unnecessary to enter into any details as to the progress already made in the works, as they have been more fully described in the Engineer's Report.

The registration of the Shareholders in Great Britain, having been unavoidably delayed, no entries can be made of the names of the parties to whom certificates or debentures have been issued. The Directors are, however, aware that stock to the amount of £205,000 Sterling, has been allotted, and that debentures to the extent of £100,000 Sterling, have been issued. This latter sum has been expended in payment to Messrs. Rigney and Jackson & Co., on account of their contracts.

The attention of the Shareholders is particularly requested to the Reports of the Chief Engineer and the Auditors.

Having thus briefly and imperfectly detailed the principal transactions of the Corporation during the past year, the Directors trust they will be found not to have disappointed the expectations of the Proprietors; they have endeavored faithfully and honestly to perform their duty to the Proprietors, and they gratefully acknowledge the kind support they have invariably received from them.

That the position of the Company is most encouraging and will contrast favorably with that of any other Railway in the Province, cannot be denied; and the statistical information obtained and the examples afforded by the different Railways adjacent to this, leave no doubt on the minds of the Directors that the undertaking will prove not only a safe, but a most profitable investment.

The Directors cannot conclude this Report, without bearing willing testimony to the unwearied exertions of Mr. Chapman in promoting the interests of the Company, and that to his judicious management and the confidence felt in his high standing, the great part of the success of the enterprize is due.

The Directors retiring are Messrs. LeMesurier, Lloyd and Baby, who are eligible for re-election.

(Signed.)

H. LEMESURIER,

President.

E. P. MACKIE,

Secretary.

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ENGINEER'S REPORT.

ENGINEER DEPARTMENT. }
Quebec, 17th January, 1853. }

SIR,

In conformity with common usage I have the honor to place before the Board of Directors, on the occasion of the annual meeting of Shareholders, the following Report upon the condition and prospects of the various matters relating to this department of the service.

At the date of the last general meeting, six miles of the line had been located, and put under contract. Up to July last, the duties of the Engineer Corps, had been principally confined to the arranging and superintending of the works under construction, on Mr. Rigney's contract.

Arrangements were, at this time entered into with Messrs. Jackson, Brassey, Peto and Betts, to complete the whole line to Richmond. The Board of Directors accordingly decided to have the location of the line immediately commenced and prosecuted with such expedition, as would guarantee its completion before the winter season.

My connection with the road, as in charge of this department, dates from this period.

In compliance with an order of the Board, two parties were duly and fully organized for the field. One commenced at the termination of the previous location near the Chaudiere, advancing towards Richmond; the second party began operations at the village of Richmond, moving towards the first,

As was anticipated, the Line was definitely traced before any serious delay was caused by the approach of winter. Various routes were surveyed, and extensive examinations made, before adopting the present location; and I am fully of the opinion that the following details of the Line will justify the conclusion, that its position is such as will best promote the interests of the Shareholders, and advance the welfare of the resident population, to whom an avenue will now be opened of incalculable value.

Before entering upon a description of the location, allow me briefly to represent to you the present condition and state of advancement of the works contracted for by Mr. Rigney, as alluded to above.

This contract extended from Hadlow Cove to the Chaudiere River, a distance of about six miles. The work of grading and masonry has been steadily advancing during the past season: regulated however from time to time, as the limited means of the Company became more or less available. At present most of the heavy cuttings and banks are in a forward state of progress. Most of the Farm and Road Passes and the Culverts are finished.

The Bridge at the Etchemin River was commenced in August. The abutment on the North Shore has been carried up to a height of 20 feet; and the foundation for the South abutment nearly finished.

It is designed to construct the Bridge of one span of 155 feet between the masonry, the track to be upon the top of the Bridge, at an elevation of 40 feet above the bed of the stream.

The masonry has a firm foundation on solid rock, and suitable precautions have been taken to guard against injury from the shocks to which the abutments may be liable from floating ice.

It was deemed advisable to suspend the building of these walls at the approach of frost, and they were securely covered for the winter.

By the terms of agreement with Messrs. Jackson & Co., the responsibility of the Company to Mr. Rigney, by virtue of their contract with him, was assumed by Messrs. Jackson & Co. An arrangement has since been made between the latter gentlemen and Mr. Rigney, whereby Mr. Rigney has assigned his contract for constructing that portion of your Road from Hadlow Cove to the Chaudiere. Messrs. Jackson, Brassey, Peto and Betts are therefore placed in a condition to manage the construction of your Road, as principal Contractors.

Under this new arrangement, the works are now being prosecuted, upon the first division of your Road, with a force proportioned to the amount of work to be done. The value of work done and of monies expended, upon this portion, previous to the above arrangement, was £14,924, including Contract work, Engineering, Land, Damage, Contingencies and Incidentals.

Should the season prove favorable, the Line may be opened to the Chaudiere the ensuing year, so as to be used profitably in the conveyance of parties of pleasure, and the numerous travellers who frequent this section of the country during the travelling season, and who may be desirous of viewing the magnificent Falls of the Chaudière and the construction of the large Tubular Girder Bridge to be erected there, with a length of nearly 1000 feet, and at an elevation of 60 feet above the bed of the River.

Messrs. Jackson & Co's Contract.

It is presumed the Board is already acquainted with the general features of the location, and the style of works contemplated under the contract. But with the Shareholders there may not exist the same familiarity with the prospects and features of the Railway, and for their benefit a description will be more fully detailed, even at the expense of a repetition of

matters brought to your notice as the works have progressed.

Throughout the whole Line the clearing or chopping has been done for a width of 100 feet. In such portions as shall require it, it is intended to increase this width, to give security from accident by falling trees. The work of grading is progressing at several prominent points, and active exertions are making in arranging and transporting the various plant, preparatory to a vigorous prosecution of the works, early the coming Spring. It is expected the Iron for the permanent way, and for the tubes of the Bridge structures, will arrive in the early season of navigation.

In the mean time, the details and plans are preparing for the several structures ; parties are engaged in furnishing and delivering various materials along the route ; materials for fencing, cross ties, &c., are rapidly accumulating. There are already delivered 70,000 cedar fence rails and 80,000 ties, or about one half the requisite number for the Line.

Considering the short time that has elapsed since this enterprise assumed a definite character, and in view of the fact, that the season was far advanced when the present arrangement was closed, the forward and progressive condition of the works, the activity manifest, and the provision made for expanding operations are truly encouraging.

Hadlow Cove has been purchased for a terminal station, nearly opposite the City of Quebec. This purchase gives the Company possession of about 12 acres of land, above high water line and about 18 acres of beach.

Provision will be made as follows for the accommodation of the business at this Station.

A Wharf is intended to be carried out to 22 feet of water at low tide. This Wharf will be

sufficiently large to afford facility for the loading and discharging of freight to and from vessels, and to allow for the erection of a large passenger and goods shed, accommodating passengers and merchandize passing to and from Quebec.

Here there will also be a first class Engine House, 150 feet in diameter, suitable Repair Shops, Car Houses, Wood Sheds and Water Tanks, a 45 feet Turn Table, and the requisite conveniences for the various Offices.

At Richmond it is proposed to erect an Engine House, a building for passengers and freight, with offices and refreshment rooms, a Turn Table, Wood Sheds and Tanks.

There will be ten intermediate Stations, provided with suitable accomodations for passengers and freight, and for wood and water. At the Chaudière, at Somerset and at Danville, additional provision will be made, proportioned to the increasing business of the surrounding districts, centring at each of these points.

Some idea of the character of the works designed, may be gathered from the following description.

The large bridge structures are to be of wrought iron tubes, supporting the roadway. The design and construction of these bridges are similar to the Tubular bridge across the Menai Straits. The track, however, passes above the tubes, instead of through them, and the details of construction will vary somewhat, owing to the less magnitude of the structures.

The smaller class of bridges will be of stone, generally arched.

The excavation for the road-bed will be of such width as to allow of thorough drainage, and the more easy removal of snow.

In embankment the track will generally be at not less than from 4 to 6 feet above the surface of the

ground, to prevent more effectually, the accumulation of snow.

The rail and chair are of an approved pattern; the rail of the ordinary T pattern and weighing 63 pounds per lineal yard, resting upon cross-ties of Tamarack or Hemlock 9 feet long, 8 $\times$ 6 placed 2 $\times$ 6 from centre to centre.

The chairs are of wrought iron weighing 12 pounds each, secured by three wrought iron, hook-headed spikes, 6 inches long by 9-16 inches square, flat pointed.

The track will be bedded in good gravel ballast, placed upon the roadbed, to a depth of 18 inches.

It is believed these provisions will secure for you, a road equally durable, and equally perfect, with any now in use in this country.

Of the Location.

To reconcile conflicting interests, has proved not the least arduous difficulty encountered in the location of your Line.

Local and private interests on one hand, and a due regard for the best interests of the Shareholders on the other, have rendered necessary the utmost caution and prudence, lest by overmuch haste in the final decision of the route, it should hereafter appear that the true principles which should guide in such decision, had been departed from, and local influences, rather than impartial judgment, had operated, and a Line had been chosen, which would sooner or later, prove insufficient to maintain its character, and meet the wishes of its friends.

But it has been deemed of the first importance, to establish this line, being a "Main Trunk", and part of a *Grand Thoroughfare*, upon the most direct, practicable route, rather than subject the time and fare of every passenger, and of every ton of freight hereafter using this *Thoroughfare*, to an increased tax, for the sake of better accommodating some trifling business, real or imaginary, by an increased

length. It is believed, however, that by the present location, you will secure all traffic which would come to your Road, even were the proposed deviations made. The influence of this Road upon traffic will not be confined merely to the immediate district through which it passes, but will reach far and wide, and traffic will be forced to adopt this new avenue, even at the cost of a slight transport, before reaching the Railway; and thus the property of the Shareholders will be enhanced by reason of a yearly saving in the cost of operating and maintaining the additional length caused by the proposed deviations.

The accompanying details of the general characteristics of the Line, as now adopted for the final route, are deemed worthy of notice.

Leaving the River Saint Lawrence at Hadlow Cove, the Railway passes about one mile, with nearly a level track; thence it rises to the general level of the country, by an average gradient of 35 feet per mile. To attain this elevation a gradient of 50 feet per mile is required, for a distance of three miles.

The Line crosses the Chaudiere River a short distance above the Falls; the roadway will be supported here by an Iron Bridge, composed of Tubular Girders of wrought iron. The aggregate length of this Bridge, as before stated, will be about 1000 feet, and will constitute an imposing structure, harmonizing, fitly, with the grandeur of the adjacent scenery.

Continuing an ascent from the Chaudiere, with moderate grades, the Line passes through the Seignories of St. Nicholas, and St. Giles, and attains the first principal summit at the Northern boundary of St. Croix, (St. Flavien) at an elevation of 500 feet above the Wharf at Hadlow distant 24 miles.

From this summit, dividing the Chaudiere waters, from those of the Becancour, there is a gradual

descent through St. Croix, to the last named River, distant from Hadlow 35 miles.

At the Becancour a favorable crossing is obtained, where the banks are elevated, and the foundations for the masonry firm. As some doubts have arisen in the minds of some, relative to the character of this portion of the Railway, I take this opportunity to state that its locality is such, in every respect, as is well suited to the enterprise. The waters of this stream are here elevated 460 feet above Tide Water at Quebec.

Rising from the valley of the Becancour, through the Township of Nelson, a second summit is reached, at the line dividing Nelson and Somerset, 500 feet above Hadlow Wharf, and distant 38 miles.

Crossing the Township of Somerset in nearly a direct line, and leaving the village a short distance to the East, the Road pursues a more Westerly course, to the village of Stanfold, distant from Quebec 54 miles, and situated upon the third principal summit 536 feet above Quebec Tides.

From near the Chaudiere to Somerset are but two curves, and these with radii of more than four miles each.

Practically, therefore, these 37 miles may be viewed as one straight line.

Somerset and Stanfold are two thriving villages, and the business of a large back country, will centre here. From the agricultural resources of this district, the character and extent of the surrounding population, we anticipate a large amount of traffic at these points. At Stanfold the line deviates slightly from its previous course, and takes a direction more Southerly; this deviation being necessary to pass the high lands lying to the South and East of Somerset; which high lands would render a direct line too expensive, and would require the adoption of too

heavy Grades, as was ascertained by previous thorough examination.

Passing near the Settlements of St. Christophe and Arthabaska, the line continues from Stanfold, nearly parallel with the Arthabaska Road, crossing Wolf River, and Nicolet River, at favorable points and at an elevation of 480 feet and 395 feet respectively above Quebec Tides. At Wolf River will be required a Bridge of a Span of 120 feet, and at the Nicolet, one Span of 100 feet, both of wrought iron.

From Arthabaska the Line enters Warwick at its North Eastern corner, crossing the "Great Road" not far from Warwick Chapel, to the South, near Jonathan Harvey's. Here the fourth principal summit is attained distant 70 miles, and elevated 485 feet above Quebec Tide.

At a distance of 12 miles from Warwick, the Railway passes a few rods West of the village of Danville, in the Township of Shipton. This place contains a numerous adjacent population, and is the centre of a large district rich in agricultural products, and affording facilities for various manufactures. Not far to the West of Danville is Kingsey Falls, a village promising great advancement, containing an abundant water power, capable of being improved to an extensive and profitable degree. The business of this locality will naturally flow to the Railway at the Danville Station; to which there is access by a generally good and direct Road. The Station at Warwick may, however, accommodate a portion of this traffic.

At Danville the South Nicolet River is crossed; a Bridge will be required, (also of wrought iron,) of three spans and 100 feet each in length, at a height of 40 feet above the bed of the River.

An embankment will be carried across this valley, containing about 80,000 cubic yards.

From Danville the line follows the valley of Beaver Brook, rising with an easy gradient, to the source of the Stream. Here a slight ridge is encountered, dividing the waters of the Nicolet from those of the Saint Francis ; At this summit, Mill Brook, which flows into the St. Francis, at the village of Richmond, takes its rise, the valley of which affords an opportunity for the approach to Richmond by a generally feasible line.

After careful examination of the various localities in Richmond, suitable for a Terminal Station, and connection with the St. Lawrence Railway, it was deemed advisable to establish the connection as shewn upon the Map, by taking a direction towards Montreal, in tracing the junction curve.

The reasons which prevailed in bringing about this conclusion, are obvious. Had the connection been made as originally contemplated, future inconvenience would result to the operations of two Companies, in so limited a space, when the probable increase of business, attending the completion of the proposed Railway system in Canada, should create a demand for other and more extensive accommodations than are now required.

The character also, of that approach to the Station, was such, that the Gradient of 50 feet per mile, there adopted, would have been continued nearer the station grounds, than a due regard for the safety and convenience of operating the trains of the two distinct corporations, would justify.

In addition to this, an unnecessary length of Road would be passed over by the trains to and from Montreal ; inasmuch as the last mile, upon your Road, would have been in a direction *away from* Montreal, and a proportional distance must be run upon the Saint Lawrence Road, back again, before effecting any actual gain. Furthermore, should any arrangement be made, hereafter,

whereby your trains shall run direct from Quebec to Montreal over the Saint Lawrence Railway, it is believed the present connection will be found more convenient, and expeditious; the trains as made up at Quebec, will be in a condition to go through to Montreal, with no change of direction at Richmond, and the expence per mile of operating and maintaining will be saved upon the additional length introduced by the other connection. It is expected the Company will soon be in possession of grounds suitable for the accommodation of the prospective business of the Road at this Station; and the requisite buildings will be erected thereon for the convenience of Passengers and Freight, and for Engines, Cars, Wood and Water.

For the entire line abundant provision is made for convenience, and for extensive operations. Spacious depot grounds, located at frequent intervals, commodious buildings, numerous and first class Engines; a full supply of Passenger and Freight Cars, Turn Tables, Snow Ploughs, Gravel Cars, Sideings, and all the appurtenances of a well equipped Road of the first class, are fully provided for in the contract with Messrs. Jackson & Co.

Upon examination of the line as established, it appears that 85 per cent, or 80 miles, will be straight, and of the remaining 14 miles, 90 per cent is made up of curves, with radii more than one mile in length, that 57 per cent or 54 miles will be either level or with grades not exceeding 15 feet per mile. The maximum grade will be 30 feet per mile, except upon those portions where the limits established in the contract of 52 feet, will be adopted.

It is believed these details will fully justify a comparison of your Road with any Road of equal extent in this section of country.

Its easy grades and curves render it a fit medium of communication between Quebec and Montreal, coming as it does into direct competition with the River Saint Lawrence, a long established and fully equipped route, both of travel and of traffic. To divert business from old and familiar routes, to a route new, and entirely dissimilar in character, will require strong inducement, not only in the comfort, safety, and despatch, attending the transportation, but also in the rates of tariff.

These rates are modified in proportion to the actual cost of transport; and the cost is reduced as the Grades and Curves are lessened, thereby enabling an Engine to convey a larger amount of Freight, and thus reducing the cost per ton.

For these advantages your Road is peculiarly fitted. The Engines adopted will be capable of taking a gross load over the Line, double that of many leading Lines, owing to the adoption of grades and curves less abrupt.

Of the ability of such a Road as this to compete successfully with the River Traffic, there can be no doubt.

The increased success of the Hudson River, the New York and New Haven, and the Boston and Portland Lines, proves decidedly that in the transportation of passengers, and the ordinary articles of Merchandise, even under the most favorable circumstances, and with a great reduction in fares, on the part of the Steamers, the travel and the business will turn to the Railway. In view of this experience, and the fact, that, for one half the year the River communication with Montreal, will be cut off, while by the Railway *daily* intercourse may be sustained, more speedy, and more certain, at all seasons; it is evident that but little time will be required to render your Road, if managed so as to give public accommodation, and to gain public

confidence, the most natural and reliable route for the man of pleasure, or the man of business.

Your Road opens and must be used by, a portion of country embracing upwards of 3000 square miles; a territory more than twice the extent of the State of Rhode Island, and one third that of Massachusetts, with her 1200 miles of Railway.

It comprises a large number of thriving villages, and some 100,000 inhabitants, who together with the population of Montreal and Quebec, will form an aggregate number of some 230,000 souls, contributing more or less to the support of the Road.

By the return for 1851, there are in the territory adjacent to your Road 270,000 acres of land, under cultivation, capable of producing an abundance of grain, &c., of a superior quality. Cattle, Horses Sheep and Hogs, are raised in great numbers There are 396 Mills and Factories of different kinds in operation.

When this region shall have become opened up, by this new channel of transport, and the means of a speedy and economical communication, with a market fully established, so that agricultural or manufacturing products may yield some return over and above the cost of transport to market, an inducement not now afforded will be given to the energy and enterprise of the population. Both the population and the productive industry of this area will be greatly enhanced by these facilities of trade and intercourse, while to this industry and to property itself, these very facilities will give additional value: the result of which prosperity and success will be to add greatly to the local traffic of the Road.

But it is not merely as a local project we are to view this enterprise.

The Quebec and Richmond Railway, forming as it does a prominent portion of the "Grand Trunk Railway of Canada," connecting the leading Commercial Cities of this Province, opening a Railway communication by the way of routes now existing (and easily adapted to others in contemplation) with New York, Boston and the South, thus uniting with the 13,000 miles of Road and constituting a medium of intercourse with the 26 millions of people in the States, certainly may lay claim, to rank among the great *thoroughfares* of this continent, and is entitled to the confidence and support of those who have, thus far, encouraged and sustained the enterprize.

With Quebec, the grand receiving Port of Lower Canada, at its one terminus, and communicating with Montreal, Kingston, and Toronto, the commercial depots of the rich, and growing West, there will be for all time to come, an increasing interchange of trade and intercourse between these points, which will be measured by the growth and advancement of this western territory, now so rapidly filling up with a hardy and industrious population.

All which is most respectfully submitted by

Your most obedient,

Humble Servant,

HENRY M. FOSDICK,

Chief Engineer.

H. LEMESURIER, Esq.

Prest. Q. & R. R. C.

AUDITORS' REPORT.

The Auditors appointed at the Annual Meeting of the stockholders of the Quebec and Richmond Railway Company held on the 20th January, 1853, beg leave to report :

That they have examined the books and accounts accompanied by vouchers together with the balance sheet of the Company made up to the 31st December, 1852, laid before them in conformity to the Law, and that they found them correct, and that the Cash balance corresponds with the amount in the Treasurer's hands.

From these books it appears that the total amount received from the commencement of the Company has been

From Capital Stock being amount	
paid on Shares	£ 8,978 5 0
From Debentures being amount	
sold viz: £100,000 Sterling,	
equal to	121,666 13 4
Amt. due by Sundry Individuals	32 7 6
	£130,677 5 10

There has been expended during the same period			
For office expenses and salaries	1,246	0	0
For Engineering expenses including surveys, &c.	3,664	11	5
For printing and advertising	271	2	1
For incidental expenses	613	19	3
For Interest balance of account	51	14	10
For Land damages	198	0	0
To Contractors on account of contracts for the construction of the road	122,704	12	8
Balance being Cash on hand	1,927	5	7
	£130,677	5	10

The number of Stockholders on the 31st December 1852, was 752 who have subscribed for 2045 shares representing a Capital of £25,562 10 0—
On that date the Capital account stood as follows :—

50 Stockholders holding 390 shares have paid up in full	4,875	0	0
109 Stockholders holding 523 shares have paid all Instalments called in	3,681	0	0
56 Stockholders holding 255 shares have paid on account of calls	422	5	0
531 Stockholders holding 877 shares have made no payment			

Total amount paid in	£8,978	5	0
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The Auditors would draw the attention of the Stockholders to the large number of shares upon which no payment has been made, the holders of which can nevertheless exercise all the rights of shareholders until their shares are declared forfeited by competent authority: they would therefore respectfully recommend that the Annual Meeting should authorize the Board of Directors to give notice to the parties holding the shares upon which no payment has been made as well as to those

holding shares upon which payments *on account* of calls have been made ; that unless the instalments called in are paid in full, within a certain specified time, their shares will be declared forfeited, and in consequence of the uncertainty of communicating by post, with those of the Stockholders in arrear, who live in the Townships, they would further recommend, that such notice should, as far as possible, be delivered at the residences of the Stockholders thus in default, by some trusty person to be employed by the Board for that purpose. At the expiration of the delay thus accorded, a Special General Meeting ought to be called, in order to declare such shares forfeited as are in arrears, the holders having been notified as above, in conformity to the 39th section of the Act of Incorporation.

The whole respectfully submitted.

F. H. ANDREWS. }
W. H. A. DAVIES. } Auditors.

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